

From the mouth of South Branch to Cumberland,
 With a towpath, - - - - - \$1,199,000
 Without a towpath, - - - - - 929,000

Since that report was made, there has been a considerable reduction in the prices of both labour and provisions, and in view of that fact, I this day, again, referred the subject to the present Chief Engineer of the company, who was the author of the report, and allowing for such reduction he now estimates the cost of a Slackwater between Dam No. 6 and Cumberland as follows:

For the whole Distance,

With a towpath, - - - - - \$2,038,038
 Without a towpath, - - - - - 1,445,730

Divided into two parts,

From Dam No. 6 to the mouth of the South Branch—

With a towpath, - - - - - \$1,115,730
 Without a towpath, - - - - - 731,115

From the mouth of South Branch to Cumberland—

With a towpath, - - - - - \$922,308
 Without a towpath, - - - - - 714,615

To this must be added the cost of a Weigh Lock, which is estimated at \$22,500, and which will alike be necessary whether the canal be finished, or a Slackwater be adopted in its place.

For further particulars, I beg leave, to refer to the statement of the Chief Engineer hereunto appended. It will therein, also, be shewn that “no estimate has ever been made by this company, for a Slackwater improvement between Cumberland and the mouth of Savage.”

In the estimates first above mentioned, as being taken from the report of the Chief Engineer, bearing date the 19th of April, 1837, the sum of sixty thousand dollars, which was the amount that, at the time of the report, had been expended on the line of the canal between the points in question, is excluded, in as much as it was then added to the cost of the Slackwater, with a view of showing the whole expense that the company would incur by the adoption of that improvement, in lieu of a further prosecution of the continuous canal. I have omitted it in the statement above given, because I take it for granted, that the House of Delegates merely wish to know the estimated cost of the Slackwater itself, without reference to any sacrifice that might be entailed on the company by its adoption.

In this connexion it may, however, be proper to state that since the period hereinbefore mentioned, when the idea of substituting a slackwater navigation for the continuous canal between Dam No. 6 and Cumberland was abandoned, the whole resources of the company, as long as it had means at command, have been applied to the prosecution of the work on the line of the canal, and the sum in that way expended between the points named, now amounts to \$2,860,000. The whole amount of work now *in cost* on the independent canal between Dam No. 6 and Cumberland, according